8. LAKE ST. CLAIR

(1) **Chart Datum, Lake St. Clair.**–Depths and vertical clearances under overhead cables and bridges given in this chapter are referred to Low Water Datum, which for Lake St. Clair is an elevation of 572.3 feet (174.4 meters) above mean water level at Rimouski, Quebec, on International Great Lakes Datum 1985 (IGLD 1985). (See Chart Datum, Great Lakes System, indexed as such, chapter 1.)

Dimensions, etc.

(2) Length, steamer track, outlet of South Channel of St. Clair River to Windmill Point Lighthouse; 18.5 miles.

(3) Length (right line), on about longitude 82°45'W.; 26 miles.

(4) Breadth (right line), on about latitude 42°25'N.; 24 miles.

(5) Water surface of lake (including Detroit River and St. Clair River); 198 square miles (U.S.), 292 square miles (Canada).

(6) Entire drainage basin (including Detroit River and St. Clair River); 3,050 square miles (U.S.), 4,370 square miles (Canada).

(7) **General description.–Lake St. Clair** is an expansive shallow basin, with low, marshy shores and a flatly sloping bottom. The lake has a greatest natural depth of 21 feet. St. Clair River flows from N and enters the N part of the lake through several channels of a wide delta area. The outflow of the lake is at the SW end through the Detroit River. The chief importance of the lake is the dredged deep-draft channel that leads across it to connect Detroit River and St. Clair River. No large commercial facilities or harbors are on the lake.

(8) **Fluctuations of water level.**–The normal elevation of the lake surface varies irregularly from year to year. During the course of each year, the surface is subject to a consistent seasonal rise and fall, the lowest stages prevailing during the winter and the highest during the summer.

(9) In addition to the normal seasonal fluctuations, oscillations of irregular amount and duration are also produced by storms. Sudden changes in wind or barometric pressure can cause fluctuations of 1 foot or more that may last several hours. At other times, strong winds of sustained speed and direction drive forward a greater volume of surface water than can be carried off by the lower return currents, thus raising the water level on the lee shore and lowering it on the windward shore. This effect is more pronounced in bays, where the impelled water is concentrated in a small space by converging shores, especially if coupled with a gradually sloping inshore bottom which even further reduces the flow of the lower return currents. This effect is very pronounced in Anchor Bay.

(10) **Weather, Lake St. Clair and vicinity.**–Strong winds associated with squall lines or winter storms occasionally whip across Lake St. Clair causing a danger to shipping. One July, a line of thunderstorms generated a 61-knot, 1-minute windspeed recorded by a ship traversing the lake. Peak gusts at Selfridge Air National Guard Base have been clocked in the 60-knot range in spring and late fall, and in the 40- to 50-knot range at other times during the navigation season. Winds over the lake frequently blow out of the S through W, but numerous local effects come into play on this shallow body of water. At Selfridge, northerlies and northwesterlies are also frequent, particularly during the morning hours, while southeasterlies are common during spring and summer afternoons.

(11) While haze, smoke, and pollution often drop visibilities below 7 statute miles, (6.1 nm) on 9 to 13 days per month, they seldom fall to less than 0.5 statute mile (0.4 nm). Fog, the principal cause of very poor visibilities, is most likely in autumn and early spring. Visibilities of less than 0.5 statute mile (0.4 nm) occur on about 2 to 3 days per month during these periods.

(12) **Ice.**–Ice forms early on this body of water, usually starting in the shallows of Anchor Bay, along the St. Clair shores, and in the E at Mitchell Bay. Because of prevailing winds and currents, the W side of the lake is the last to become covered and the first to clear. Navigation is usually extremely limited by early December. The broken track through the lake closes quickly, but little rafting or ridging occurs. The head of the Detroit River is relatively ice-free for the entire winter, except for minor ice jams. Heaviest ice cover usually occurs in late February or early March. Thawing is rapid and is aided by the winds and currents, which move drifting floes to the head of the Detroit River, where strong river currents move them downstream. The lake is usually open by early April.

(13) **Navigation regulations.**–A vessel traffic reporting system and related navigation regulations have been established for the connecting waters from Lake Erie to Lake Huron. (See **33 CFR 162.130 through 162.140,** chapter 2, for regulations.)

(14) **Vessel Traffic Service.**–The Canadian Coast Guard operates a Vessel Traffic Service in Canadian waters from Long Point in Lake Erie through the Detroit and St. Clair Rivers to De Tour Reef Light in Lake Huron. (See Chapter 3 and the Annual Edition of Canadian Notices to Mariners for complete information.)

(15) **Pilotage.**–The waters of Lake St. Clair are Great Lakes designated waters; registered vessels of the United States and foreign vessels are required to have in their service a United States or Canadian registered pilot. Registered pilots for Lake St. Clair are supplied by Lakes Pilots Association. (See appendix for address.) Pilot exchange points are just below the Ambassador Bridge in Detroit River and off Port Huron at the head of St. Clair River in about 43°05'30"N., 82°24'42"W. The pilot boat in the Detroit River, J.W. WESTCOTT II, has a black hull encircled by an orange band and a white cabin with the words “U.S. Mail” in black letters. Three pilot boats are at Port Huron; HURON BELLE has an international orange hull with an aluminum cabin, and HURON MAID and HURON LADY each have an international orange hull with a white cabin. (See Pilotage, chapter 3, and **46 CFR 401,** chapter 2.)

(16) **Charts 14850, 14853.**–The main vessel route across Lake St. Clair is through the dredged channel that leads from the head of the Detroit River NE for about 16 miles to St. Clair Cutoff Channel at the mouth of the St. Clair River. The channel is well marked throughout its length by lights and lighted and unlighted buoys, and at its lower end by a **227°45'** lighted range NE of Peche Island. A racon is at the front range light. The front range light is protected by riprap and should not be passed close aboard, even by vessels of shallow draft. **Lake St. Clair Light** (42°27.9'N., 82°45.3'W.), 52 feet above the water, is shown from a white square tower on a cylindrical base on the NW side of the channel at the slight turn near its midpoint. A radar beacon (Racon) is at the light.

(17) The dredged channel through Lake St. Clair has a Federal project depth of 27 feet..

(18) A **dumping ground** is on the SE side of the dredged channel near its lower end. Although new dumping above a depth of 8 feet is prohibited, there are shoals considerably above that depth, and the dumping ground is considered unsafe for navigation.

(19) The W, or Michigan shore of Lake St. Clair, has been extensively developed with homes, yacht clubs, and marinas. The communities of **Grosse Pointe Park, Grosse Pointe, Grosse Pointe Farms, Grosse Point Shores,** and St. Clair Shores, suburban to Detroit, are on the W lakeshore extending from Windmill Point at the head of Detroit River N for about 10 miles. Several piers, some marked by private lights, extend as much as 0.5 mile into the lake with depths of 6 to 10 feet alongside.

(20) **Milk River** is a small river flowing into Lake St. Clair on the NW side of **Gaukler Point,** 7.5 miles N of Windmill Point. A sunken wreck is about 0.8 mile 125° from Gaukler Point. A fixed highway bridge with a clearance of 8 feet crosses the river just above the mouth. About 0.2 mile above the bridge, just below another bridge, is a series of taintor gates that control the water level upstream. The river below the gates has been developed for small-craft berthing.

(21) A boulder ledge with depths of 2 feet extends 1.5 miles NNE from Gaukler Point. Buoys mark the E and W sides of the ledge, and a lighted buoy marks the N end.

(22) **St. Clair Shores, Mich.,** extends along the lakeshore from the Milk River N for 6.5 miles. **Miller Memorial Light** (42°27.8'N., 82°52.8'W.), 260 feet above the water, is a prominent private aid shown from atop a high-rise apartment building, 0.3 mile N of the Milk River mouth.

(23) **St. Clair Shores Coast Guard Station** is 0.7 mile N of the light. A **slow-no wake speed** is enforced in the canals of St. Clair Shores and the adjacent waters of Lake St. Clair. The lakefront for about 1 mile N of Milk River has numerous large small-craft facilities. All types of marine services and supplies, including lifts to 40 tons, are available. The rest of the St. Clair Shores lakefront has private facilities with a few public parks and ramps.

(24) **Cutoff Canal** empties into the lake 7.5 miles N of Gaukler Point. The canal extends about 2 miles NW to a weir just below the junction with the Clinton River at Mount Clemens. During flood conditions, the canal diverts a major part of the flow of Clinton River. The canal has depths of 9 feet just inside the mouth, thence 6 feet to just below the weir, thence 2 feet and 1 foot below and above the weir, respectively.

(25) **Point Huron** (42°33.8'N., 82°47.1'W.) is the SE point of a projection of land that extends into Lake St. Clair NE of Cutoff Canal. **Black Creek,** on the N side of Point Huron, leads to an extensive area of privately dredged small-craft channels. The entrance to the creek is marked by private buoys and a private **297°15'** lighted range. In 1977, the reported controlling depth was 5 feet through the entrance. A **slow-no wake speed** is enforced in the creek and connecting canals. Marinas at **Metropolitan Beach** on the W side of the waterway provide transient berths, water, ice, electricity, launching ramps, and sewage pump-out. One of the marinas, **Metro Beach Metropark**, was developed by the Michigan State Waterways Commission.

(26) **Anchor Bay,** fed by North Channel of the St. Clair River, is the shallow N arm of Lake St. Clair N of Point Huron. A depth of about 8 feet can be carried across the bank that separates the S end of the bay from the main body of the lake. The best water across the bank is on a general N-S line just E of Point Huron Lighted Buoy 1PH (42°33.2'N., 82°44.9'W.). The central part of the bay has depths of about 10 feet with gradual shoaling toward the shores.

(27) **Clinton River** is a narrow crooked stream discharging into the W side of Anchor Bay about 2 miles N of Point Huron. The city of **Mount Clemens, Mich.,** is about 7.3 miles above the mouth.

Structures across Clinton River to Mount Clemens

Miles above Clinton River Inner Light

Clear width in feet procceding upstream

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
1	Overhead cables	Telephone	3.48				25	
2	Bridgeview Ave. Bridge	Highway	3.50			50	21	Fixed.
3	Overhead cables	Power	3.52				30	
4	Overhead cables	Power & telephone	5.85				40	
5	Overhead cable		5.94					Data not available.
6	Edsel Ford Freeway I-94 bridge	Highway	5.95			55	28	Twin fixed.
7	Overhead cable	Power	6.58				46	
8	Market St. bridge	Highway	7.20			78	14	Fixed.
9	Cass Ave. bridge	Highway	7.32			64	20	Fixed.
10	Overhead cable	Power	7.45				58	
	Junction with Cutoff Canal		9.00					
11	S. Broadway bridge	Highway	9.30			74	15	Fixed.
12	Overhead cable		9.37					Data not available.
13	Gratiot Ave. bridge	HIghway	9.38				14	Fixed. Head of navigation

(28) **Channels.**–A dredged channel leads from Anchor Bay between two breakwaters through the mouth of the river and upstream to Mount Clemens. The S breakwater encloses a harbor basin on the S side of the channel at the mouth of the river. The entrance is marked by lighted and unlighted buoys, lights on the outer ends of the breakwaters, and a light on the N side of the river mouth. In November 1999, the midchannel controlling depths were 5½ feet in the entrance channel and between the breakwaters to Clinton Harbor Inner Light with 2½ to 5 feet in the harbor basin, thence 4½ feet (5½ feet at midchannel) to the Bridgeview Avenue bridge, thence 1 foot (3 feet at midchannel) to the head of the project just below the Cass Avenue bridge at Mount Clemens.

(29) The controlling depth in the river above Mount Clemens is 2 feet, and the river is navigable by small boats for a considerable distance above Mount Clemens.

(30) **Fluctuations of water level.**–Winds cause day-to-day level changes of sometimes more than 1 foot. Each year, spring freshets raise the water level at Mount Clemens from 6 to 9 feet above normal.

(31) **Caution.**–The entrance channel should not be approached from the S because of an obstruction, covered 4 feet, 0.4 mile ESE of the S breakwater. Small craft are cautioned not to navigate between the dredged channel and the N breakwater, because of very shallow water.

(32) **Weather, Mount Clemens and vicinity.**–Mount Clemens, MI, is located on the northwest shore of Lake St. Clair and in the southwestern part of the state on a rather large isthmus of land that separates Lake Erie from Lake Huron. Within this isthmus lies the Detroit river which not only acts as a natural border between Ontario and Michigan, but also serves to connect Lake Erie, to the south, with Lake St. Clair to the north. On average, nine days each year has maximum temperatures in excess of 90°F (32.2°C) at Mount Clemens. July is the warmest month with an average high of 82°F (27.8°C) and an average minimum of 62°F (16.7°C). January is the coolest month with an average high of 31°F (-0.6°C) and an average minimum of 18°F (-7.8°C). The highest temperature on record for Mount Clemens is 100 °F (37.8°C) recorded in September 1953 and the lowest temperature on record is -13°F (-25°C) recorded in January 1963. Every month has seen temperatures at or below 40°F (4.4°C) and every month except June, July, and August has recorded temperatures below freezing (0°C).

(33) The average annual precipitation for Mount Clemens is 27.2 inches (691 mm) which is fairly evenly distributed throughout the year. The wettest month is June with 3.0 inches (76 mm) and the driest is February with only 1.6 inches (41 mm). Snow falls on about 79 days each year and averages about 30 inches (762 mm) each year. January is the snowiest month averaging about eight inches (203 mm). Snow has fallen in every month except June through September and one-foot-plus (>305 mm) accumulations in a given month has occurred in each month December through March. Fog is present on average 138 days each year and is evenly distributed throughout the year with a slight maximum in during the Autumn.

(34) The prevailing wind directions in Mount Clemens is south during the summer and southwest during the winter. The winter season and transitional months of January through April are the windiest period averaging around 12 knots. Extremes often occur in squall lines or thunderstorms. A maximum gust of 72 knots occurred in January 1949.

(35) (See page T-8 for **Mount Clemens climatological table.**

(36) A **slow-no wake speed** is enforced on the Clinton River.

(37) **Small-craft facilities.**–Numerous marinas on the Clinton River provide gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. Hoists to 100 tons are available for hull and engine repairs.

(38) **Detroit Coast Guard Air Station** is at Selfridge Air National Guard Base on the W side of Anchor Bay N of the Clinton River. Two basins for crash rescue craft are 2.4 and 3 miles NW of the Clinton River mouth. The SE basin is protected by a detached breakwater marked by three private lights, and the NW basin is marked by a private **261°** lighted range that operates when the crash boats are deployed.

(39) The shore, N and NE of Selfridge Air National Guard Base, is indented by several small creeks and privately dredged canals developed for housing and small-craft facilities. A **slow-no wake speed** is enforced on these waterways.

(40) **Salt River** flows into the NW side of Anchor Bay about 4 miles N of the Clinton River mouth. The entrance to the river is marked by private lights on either side of the mouth and a private **018°** lighted range. In 1977, the reported controlling depth was 3 feet through the entrance upstream for 2,000 feet. Several submerged concrete remains of former light structures are in the entrance channel; caution is advised. A **slow-no wake speed** is enforced in the Salt River. Marinas in the lower part of the river provide gasoline, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, and a 40-ton hoist.

(41) **New Baltimore, Mich.,** is on the N side of Anchor Bay at the mouth of **Frog Creek** about 5.5 miles NNE of the Clinton River. A **slow-no wake speed** is enforced in Frog Creek and in the small-craft channels at New Baltimore E of the creek. Marinas at New Baltimore provide gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. A 15-ton lift is available for hull, engine, and electronic repairs.

(42) **Fair Haven, Mich.,** is a village on the NE shore of Anchor Bay at the mouth of **Swan Creek** about 4 miles E of New Baltimore. Several privately dredged canals lead to marinas off both sides of the lower part of the creek. The approach to the creek is marked by buoys. In 1977, the reported controlling depth in Swan Creek was 4 feet. A **slow-no wake speed** is enforced in the creek and canals. The marinas provide transient berths, gasoline, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. An 18-ton hoist is available for hull and engine repairs.

(43) The E side of Anchor Bay, from Fair Haven S, is a wide shallow area receiving the outflow from North Channel and Middle Channel of the St. Clair River.

(44) The mouth of the St. Clair River empties into the NE side of Lake St. Clair through numerous channels, creating a delta region. The delta region of the river, from **North Channel** SE to **St. Clair Cutoff Channel** is described in chapter 9, St. Clair River.

(45) The **International Boundary** leaves Lake St. Clair through **South Channel** of the St. Clair River. The Boundary lies along the Channel's longitudinal axis and thence along the longitudinal axis of the St. Clair River.

(46) The following is extracted from **Canadian Sailing Directions CEN304, Chapter 2, Lake St. Clair**. It is to be noted that the units of miles are nautical miles.

(47) *The Canadian north and east shores of Lake St. Clair are flat and marshy.* ***Mitchells Bay*** *(42°28'N., 82°26'W.) is in the NE*

*corner of the lake between **Mitchells Point** and **St. Anne Island**. The buoys in the approaches to Mitchells Bay are reported to be moved to mark the best channel. The settlement of **Mitchells Bay**, population 172 (1981), is on the east side of the bay.*

(48) *Mitchells Bay Sector Light (717) is shown at an elevation of 32 feet (9.8 m) from a white square skeleton tower, 21 feet (6.4 m) high, with a fluorescent-orange triangular daymark. The white sector indicates the preferred channel.*

(49) ***Landmarks**.–A water tower 0.3 mile NE of Mitchells Bay Sector light is white in colour and marked Mitchells Bay. It is visible from 10 miles on all approaches. A radio tower 3.5 miles SSE of Mitchells Point is a red and white skeleton tower, 230 feet (70.1 m) high, with air obstruction lights.*

(50) *The **Public wharf** at Mitchells Bay had depths of less than 1 foot (0.3 m) in 1994. Most of the wharf is intended as a lookout for pedestrian traffic; an iron railing prevents access to the water. The inner end of the SE side of the wharf allows boaters to embark and disembark. There is no dredged channel to the **Public wharf**. There are five flag poles on the wharf, and a small convenience store with a pay phone is near by.*

(51) ***Caution**.–In 1994 there were 16 piles, with elevations of 11 feet (3.4 m), along the south side of the wharf, 1 foot (0.3 m) off the wharf face. There were also 2 piles with elevations of 1 foot (0.3m), one at the SW corner and one along the west face of the wharf; these latter piles may be submerged at high water levels.*

(52) *The municipal Peace Park, just north of the Public wharf, has three small launching ramps for rowboats or canoes.*

(53) *Marine Park, a St. Clair Parkway Commission marina, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1994 and offered dockage with power and water, pump out, ramp, some boat hardware, fishing boat rentals, camping, picnic area, pay phone, showers, laundromat, snack bar, restaurant and licensed dining room, bait, tackle, ice and gasoline, and monitored VHF Channels 16 and 68. Several small spar buoys marked the channel to the marina.*

(54) *There is a crib, awash, on the SE side of the channel to the marina. This crib is at the outer end of a water intake pipeline.*

(55) ***Caution**.–In 1994, the approaches to the following marinas dried at chart datum.*

(56) *Mitchells Bay Sportsman Camp, south of the **Public wharf** at Mitchells Bay, in 1994 offered dockage with power and water, pump out, ramp, camping, picnic area, pay phone, showers, bait, tackle, ice and gasoline. The entrance channel was buoyed.*

(57) *Vincents Guide Service, on **Patricks Cove** on the SE side of Mitchells Bay, had depths of 2 feet (0.6 m) at the wharves in 1994 and offered dockage with power and water, pump out, small boat rentals and fishing charters, water taxi service, picnic area, showers, bait, ice, gasoline and winter ice fishing.*

(58) *Waterway Camp, on the east shore in a canal off Patricks Cove, in 1994 offered dockage with power and water, ramp, small boat and motor rentals, camping, picnic area, pay phone, showers, snack bar, some groceries, bait, ice and gasoline.*

(59) *Lakeshore Marina, in a shallow dredged channel at St. Luke, 3 miles south of Mitchells Point, in 1994 offered dockage, ramp, small boat rentals, some boat hardware, picnic area, snack bar, bait, tackle, drinking water, ice and gasoline.*

(60) *George Klein's Boat Ramp, up a shallow creek 3.5 miles south of Mitchells Point, in 1994 offered a ramp, small boat rentals, some boat hardware, bait, tackle, tent and trailer camping, picnic area, showers, drinking water and ice.*

(61) ***Second Channel** (not named on the chart), 50 feet (15.2 m) wide, has been dredged into Mitchells Bay from the entrance to **Chenal Ecarte** at **Martin Island** (42°28'N, 82°27'W). Second Channel is marked by buoys and had a depth of 1 foot (0.3 m) in 1994.*

(62) *Martin Island Sector light (719), on the east end of Martin island, is shown at an elevation of 37 feet (11.3 m) from a white square skeleton tower, 31 feet (9.4 m) high, with a fluorescent-orange triangular daymark. The white sector indicates the preferred channel through Second Channel, leading to Chenal Ecarte.*

(63) *Another channel, 1 mile east of Martin Island, leads from the cut outside Mitchells Bay **Public wharf** to Chenal Ecarte. The channel had a depth of 3 feet (0.9 m) in 1994 and was buoyed up to Chenal Ecarte, where a depth of 52 feet (15.8 m) was found. In 1994 this channel was weedy.*

(64) **Rankin Creek** *(not named on the chart) enters the NE side of Mitchells Bay.*

(65) *Bass Haven Marina, on Rankin Creek, had depths of up to 1 foot (0.3 m) in 1994 and offered dockage, ramp, fishing boat rentals, camping, pay phone, showers, snack bar, bait, tackle, propane, drinking water, ice and gasoline, and monitored VHF Channels 16, 68 and 71.*

(66) ***Caution.**–The dredged channels in Mitchells Bay are subject to silting. Dredging is done by priority and may be infrequent.*

(67) *In 1996, a row of 21 piles with elevations of 8 to 10 feet (2.4 to 3 m) covered a distance of 3 miles in a NW-SE direction off the mouth of **Bassett Channel**. These piles had signs warning of the fishing and hunting grounds of **Walpole Island First Nation**. There was a row of 5 similar piles in the NW part of Mitchells Bay.*

(68) **Thames River** *(42°19'N, 82 °27'W) flows into the SE end of Lake St. Clair; it is reached through a dredged channel 1.3 miles long. The river is navigable by small craft as far as **Louisville**, which is 23 miles upstream.*

(69) *The entrance to Thames River is marked by spar buoys; these may be moved to mark the best channel. A least depth of 6 feet (1.8 m) was found in the buoyed channel in 1994. From the mouth of Thames River, upstream for the 4.5 miles to St. Peters Church (42°21'N, 82°20'W), which is on the south bank, mid-channel depths were 6 to 15 feet (1.8 to 4.6 m) in 1994; this part of the river is 400 feet (121.9m) wide.*

(70) ***Caution.**–The entrance channel is subject to silting and is reported to be maintained by dredging.*

(71) *Thames River range lights, in line bearing 147°, lead into the mouth of the river. The front light (712), close NW of the **Public wharf**, is shown from a white circular tower, 20 feet (6.1 m) high, with a fluorescent-orange triangular daymark with a black vertical stripe. The rear light (713) is shown from a white circular tower with red upper part.*

(72) *Thames River light buoy T (711.5) lies 1.9 miles NW of the front range light.*

(73) *There is a **Public wharf** on the south side of the river between the Thames River range lights. The outer face is 185 feet (56.4 m) long; in 1994, there were depths of 8 to 13 feet (2.4 to 4 m) around the outer end. There is a shallow launching ramp SE of the wharf.*

(74) *A **Canadian Coast Guard Inshore Rescue Boat** is based at Thames River from the end of May to early September each year, though these dates are subject to change (see information*

on Search and Rescue in Canadian Sailing Directions booklet CEN 300, General Information, Great Lakes).

(75) *The Boating Restriction Regulations provide a speed limit of 8 km/hr (4.3 knots) on Thames River from Lake St. Clair to a position close downstream of Chatham, which is 16.7 miles upstream.*

(76) *Submerged cables, water mains and gas mains cross the river between its mouth and the city of* ***Chatham****. In 1995, it was reported that an overhead power line also crosses the river.*

(77) **Baptiste Creek** *enters the south side of Thames River 0.8 mile from its mouth. A cut on the south side 0.4 mile farther up river is dredged through the flat low land to the* ***Jeannettes Creek*** *station of the Canadian National Railways. The mouth of Jeannettes Creek is 0.6 mile beyond this cut. Between Baptiste Creek and Jeannettes Creek, the SE shore of the river is low and marshy and the banks are lined with willows; there are many logs and deadheads. There are waterfront residential properties on the west shore past Baptiste Creek.*

(78) *An abandoned wharf was reported in 1995 on the river just west of the dredged cut leading to Jeannettes Creek Station. Also reported was a concrete launching ramp at the downstream end of the wharf.*

(79) *Thames River Yacht Club, a private club on the SW side of Thames River, 0.1 mile from the entrance, had depths of 3 feet (0.9 m) in 1994.*

(80) *Radlin's Marina, on the south side of the river 0.3 mile from the mouth, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1994 and offered dockage with power and water, pump out, boat hardware, salvage, camping, picnic area, pay phone, showers, bait, tackle, groceries, ice and gasoline, and a licensed British-style pub.*

(81) *Cove Marina, at the end of the third canal from the lake on the SW side of the river, 0.3 mile from the mouth, had depths of 13 feet (4 m) in 1994 and offered dockage with power and water, pump out, ramp, engine and hull repairs, 30 tonne hoist, picnic area, pay phone, swimming pool, showers, snack bar, restaurant with licensed dining room, some groceries and ice, and monitored VHF Channel 68.*

(82) *Luken Marina, on the south side of Thames River at the mouth of Baptiste Creek, had depths of 1 to 3 feet (0.3 to 0.9 m) in 1994 and offered dockage with power and water, pump out, engine repairs, salvage work, 15 tonne hoist, camping, picnic area, showers, ice, gasoline and diesel fuel.*

(83) *(There is no chart coverage of Thames River east of longitude 82°****22.4 '****W.)*

(84) ***Prairie Siding****, a station on the Canadian National Railways, is on the south shore of the river 7 miles from the lake, where the river makes a sharp horseshoe bend.*

(85) *A swing bridge crosses Thames River 7.7 miles from the mouth. Upbound traffic uses the SE channel; downbound vessels use the NW channel. The bridge opens on demand from 0900 to 1800, Sunday to Thursday, and 0900 to 2100, Friday, Saturday, statutory holidays and Sundays of statutory holidays. The bridge has a clearance of 20 feet (6.1 m) when closed.*

(86) *The city of* ***Chatham****, with a population of 43,557 (1991), is on Thames River 16.7 miles from the entrance. Chatham is a thriving manufacturing city and the centre of a rich farming district.*

(87) *The river is 200 feet (61 m) wide through Chatham. The river front is accessible by boat; depths along the* ***Public wharves*** *were 1 to 6 feet (0.3 to 1.8m) in 1994.*

(88) *A municipal marina at Chatham offered fuel and overnight dockage in 1994.*

(89) **Stoney Point** *(42°19'N., 82 °33'W.) is a low, wide point 7 miles east of Belle River. It is wooded, with homes and open areas along the shore. The trees are 35 to 50 feet (10.7 to 15.2 m) in height, giving the land a higher appearance. The community of* ***Stoney Point****, population 1,090 (1981), lies 0.6 mile SSE of the point.*

(90) *A church spire at Stoney Point is 131 feet (39.9 m) high and can be seen north and east of the point; the spire has a cross with red lights.*

(91) *A submerged water intake at Stoney Point extends 0.7 mile offshore; the crib at the outer end has a depth of 3 feet (0.9 m).*

(92) *Stoney Point Marina had depths of 1 foot (0.3 m) in 1994 and offered dockage, ramp, repairs (including propellers), boat hardware, salvage, paddleboat and small boat rentals, picnic area, bait, tackle, snack bar, water, ice and gasoline.*

(93) **Ruscom River** *(42°18'N., 82 °37'W.), which flows into Lake St. Clair 4 miles east of Belle River, is subject to silting. The entrance channel had a depth of 1 foot (0.3 m) in 1994 and was marked by eight buoys, four on each side; these buoys are reported to be moved to mark the best approach. A privately maintained light is shown at a height of 20 feet (6.1 m) from a flagpole at the west side of the entrance to Ruscom River.*

(94) *The Canadian National Railways bridge, 0.1 mile from the entrance, and the highway bridge, 0.3 mile farther south, have vertical clearances of 10 feet (3 m).*

(95) *The Boating Restriction Regulations provide a speed limit of 9 km/hr (4.9 knots) on Ruscom River from its mouth to a second railway bridge, 1.2 miles upstream.*

(96) *JR's Sunset Grill and Marina, on the east shore near the mouth of the river, had depths of 1 foot (0.3 m) in 1994 and offered dockage with power and water, pump out, ramp, pay phone, licensed restaurant, ice and gasoline.*

(97) *Deerbrook Marina, on the west side of Ruscom River 0.2 mile south of the lake, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1994 and offered dockage with power and water, pump out, ramp, 18 tonne hoist, boat hardware, repairs and salvage work, small boat rentals, picnic area, camping, pay phone, snack bar, bait, tackle, propane, ice and gasoline.*

(98) *Several overhead power cables span the boat canals branching south from the marina basin on Ruscom River.*

(99) **Belle River** *(42°18'N., 82°43'W.) lies 3 miles east of Puce River. The town of Belle River, with a population of 4,298 (1991), is near the mouth of the river.*

(100) *The entrance to Belle River is protected on its east side by a wall 0.3 mile long. The outer part of this wall is a curving boulder breakwall protecting the entrance to a marina that lies on the east side of the wall. A sheet steel piling wall on the west side of the river mouth extends 225 feet (69 m) from shore. There is a starboard hand daymark on the outer end of the west wall.*

(101) ***Caution****.–The entrance channel to Belle River is subject to silting; in 1994, an area awash was found in the entrance channel. Belle River Pier light (711), on the outer end of the boulder extension of the east entrance wall, is shown from a white circular tower, 24 feet (7.3 m) high, with a red upper part.*

(102) *The railway and highway bridges across Belle River have vertical clearances of 9 and 7 feet (2.7 and 2.1 m), respectively.*

(103) ***Landmarks****.–A water tank at Belle River is 125 feet (38.1 m) high with an elevation of 131 feet (39.9 m); the tank is painted green, with the words Belle River in large black letters, and*

stands on four circular pillars. There is a group of four silos 1 mile east of Belle River. A microwave tower 2.2 miles SE of Belle River Pier light has an elevation of 256 feet (78 m); a microwave tower 1.2 miles farther SE has an elevation of 296 feet (90.2 m); a microwave tower 1.5 miles west of Belle River has an elevation of 210 feet (64 m). These towers have air obstruction lights.

(104) *A submerged pipeline 0.2 mile east of the Belle River entrance extends 0.3 mile offshore; the crib at the outer end has a depth of 4 feet (1.2 m).*

(105) *Belle River Marina, on the east side of the entrance to Belle River, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1994 and offered dockage with power and water, pump out, ramp, picnic area, pay phone, showers, laundromat, snack bar, ice and gasoline.*

(106) *City Limits Marina, on the west side of Belle River downstream of the railway bridge, had depths of 3 feet (0.9 m) in 1994 and offered dockage with power outlets, ramp, personal watercraft rentals, picnic area, pay phone, ice, snack bar and restaurant. In 1994, the property and ramp were floodlit.*

(107) *R and D Tackle Mooses Marina, on the west side of Belle River between the bridges, had depths of 3 feet (0.9 m) in 1994 and offered dockage, ramp, boat hardware, engine repairs, motel accommodation, picnic area, a full line of bait and tackle, snack bar, water, ice and gasoline.*

(108) **Puce River** *(42°18'N., 82°47'W.) is a small stream 3 miles ESE of Pike Creek. The entrance is between two sheet steel piling walls 80 feet (24.4 m) apart.*

(109) ***Caution**.–The entrance to Puce River is subject to silting. In 1994, 2 feet (0.6 m) could be carried as far as Puce River Harbour, where depths shoaled to 1 foot (0.3 m). Six privately maintained buoys are reported to mark the best channel.*

(110) *Riviere aux Puces light (710.3), on the north end of the wall on the west side of the river entrance, is shown at an elevation of 20 feet (6.1 m) from a white mast.*

(111) *A Canadian National Railways bridge crossing Puce River 0.1 mile from the lake has a vertical clearance of 9 feet (2.7 m); a highway bridge close upstream has a vertical clearance of 7 feet (2.1m).*

(112) **Puce River Harbour,** *on the west shore of Puce River north of the bridges, had depths of up to 2 feet (0.6 m) in 1994 and offered dockage with power and water, pump out, ramp, 20 tonne hoist, boat hardware, engine and hull repairs, salvage, personal watercraft rentals, picnic area, pay phone, showers, restaurant and licensed dining room, bait, tackle, stove alcohol, ice and gasoline. Shoreline Marine, on the premises, offered boat sales and repairs.*

(113) **Pike Creek** *(42°19'N., 82°51'W.) is a small stream entering Lake St. Clair 3.8 miles ESE of Peche Island. The entrance to the creek, between training walls, is 40 feet (12.2 m) wide. A highway bridge crossing Pike Creek 0.4 mile from the entrance has a vertical clearance of 7 feet (2.1 m).*

(114) *In 1994, a depth of 1 foot (0.3 m) could be carried as far upstream as the highway bridge, though the entrance was weedy. Privately maintained buoys mark the channel; these buoys are reported to be moved to indicate the best approach.*

(115) ***Caution**.–Pike Creek has a sand and silt bottom and is subject to silting.*

(116) *Pike Creek Entrance light (710.2), on the east side of the harbour entrance, is shown at an elevation of 17 feet (5.2 m) from a green mast with a port hand daybeacon.*

(117) *Pike Creek light (710.1), on the outer end of the west training wall, is shown at an elevation of 20 feet (6.1 m) from a white mast. This light is privately maintained.*

(118) ***Landmarks**.–A spherical-shaped water tower 1 mile SSE of Pike Creek light has an elevation of 142 feet (43.3 m) and is floodlit. A water tower 2 miles ESE of Pike Creek is painted blue and yellow, though in 1994 the paint was faded; this water tower is marked Township of Maidstone and has air obstruction lights. This second tower is prominent from offshore but is hidden from some directions when within 1 mile of shore.*

(119) *South Port Sailing Club, a private club and sailing school on the west side of Pike Creek, 0.1 mile from the mouth, had depths of 2 feet (0.6 m) in 1994.*

(120) *Ted Dudley's Marina, on the east side of Pike Creek, 0.4 mile from the mouth, had depths of 1 to 2 feet (0.3 to 0.6 m) in 1994 and offered dockage with power and water, ramp, and 10 tonne hoist.*

(121) *Pud's Place Marina, on the west side of Pike Creek, 0.5 mile from the mouth, had depths of 1 to 2 feet (0.3 to 0.6 m) in 1994 and offered dockage with power and water, pump out, 10 tonne hoist, boat hardware, engine and hull repairs, salvage, canoe and small boat rentals, picnic area, pay phone, showers, snack bar, bait, tackle, ice and gasoline, and monitored VHF Channels 16 and 68.*